

**Transportation Commission  
Annual Report  
July 2019 – June 2020**

**Summary of Accomplishments**

**The mission of the Transportation Commission includes to advocate and promote development of balanced transportation systems for the City of Alexandria, through oversight of the implementation of the Transportation Chapter of the City's adopted Master Plan. Within these guidelines, the Transportation Commission membership completed the following activities during its 2019/20 session.**

**Transportation Commission Policy and Membership Accomplishments**

- Membership remained steady through most of the year with a quorum achieved at all scheduled meetings. Two new members joined in June 2020.

**Coordination with other Boards**

- The Transportation Commission includes membership from the Planning Commission, the Traffic and Parking Board, the Environmental Policy Commission, the Potomac Yard Metro Implementation Working Group, and the DASH Board. At every Transportation Commission meeting, the Transportation Commission receives updates and reports back on Transportation Commission topics to their respective board. Through this means, the Transportation Commission reported on the Alexandria Mobility Plan initiative to solicit feedback from associated boards. A member of the Commission on Persons with Disabilities also serves on the Alexandria Mobility Plan Advisory Committee, which also includes all members of the Transportation Commission. The Transportation Commission also weighed in on and endorsed the Alexandria Transit Vision Plan to the Alexandria Transit Company board.
- No formal policy changes have been made.

**Transportation Commission Member Activities**

- All members are serving on the Alexandria Mobility Plan Advisory Committee, which is overseeing the update to the City's 2008 Transportation Master Plan.

**2019-2020 Accomplishments**

- See attachment 2

**Goals for 2020-2021**

- Two major goals of the Transportation Commission in the coming fiscal year will be to 1) Achieve Council adoption of the Alexandria Mobility Plan and 2) update the biennial capital Long Range Transportation Plan. In addition, the Transportation Commission will seek to make recommendations to Council or other boards to ensure that funding, implementation and plans are consistent with the Transportation Master Plan.

- The Commission will also make endorsements for transportation grants and weigh in on transportation components of other plans.
- The Commission will seek to establish a virtual meeting policy.

### **Leadership**

- Officers for the 2019 calendar year were elected at the January 2019 meeting. Steve Klejst served as chair and Melissa McMahon served as vice-chair. Officers for the 2020 calendar year were elected at the January 2020 meeting. Melissa McMahon was elected as chair and Jake Jakubek was elected as Vice-Chair.
- List term expirations and new members, with month they were appointed.
  - Melissa McMahon, term expired 9/2019, reappointed for another three-year term (Planning Commission representative)
  - Jake Jakubek, term expired 6/2020, resigned (Citizen West of Quaker Lane representative)
  - Carolyn Schroeder, term expired in October of 2019, resigned in April 2020 (Environmental Policy Commission representative)
  - Steve Klejst, resigned in March 2020 (DASH representative)
  - Jeffrey Bennett, appointed in June 2020 (Citizen West of Quaker Lane representative)
  - Lawrence Chambers, appointed in June 2020 (Alexandria Transit Company representative)
- During the course of the year, membership included the following individuals:
  - Councilman Canek Aguirre
  - Jeffrey Bennett
  - Lawrence Chambers
  - Councilman John Chapman
  - Alyia Gaskins
  - John Goebel
  - Oscar Gonzalez
  - Casey Kane
  - Bruce Marsh
  - Melissa McMahon
  - Jake Jakubek
  - Carolyn Schroeder
  - Steve Klejst
- Jennifer Slesinger, Transportation & Environmental Services acted as the staff liaison to Transportation Commission during the 2019/2020 year.

### **Attachments**

Attachment 1: Annual Attendance Report

Attachment 2: FY20 Accomplishments Summary

Attachment 3: Notable Letters:

1. Any notable letters to City Council, date, subject

- Endorsed Application for Commonwealth Smart Scale Program – February 2020
- Endorsed Application to the Transportation-Land Use Connections Program – February 2020
- Dockless Mobility Pilot – October 2019
- Endorsed Application for CMAQ – October 2019
- Seminary Road Proposed Changes – July 2019

2. Any letters to other Advisory Groups, date, subject

- Alexandria Transit Vision Plan Endorsement to the ATC Board – November 2019

3. Any completed reports or relevant documents

- Letter to VDOT on proposed changes to SmartScale – November 2019

**APPENDIX F.  
ADVISORY GROUP ANNUAL ATTENDANCE REPORT TEMPLATE**

**CITY OF ALEXANDRIA  
Transportation Commission  
MEETING ATTENDANCE REPORT**

**JULY 1, 2019 THROUGH JUNE 30, 2020**

**CHAIRPERSONS: STEPHEN KLEJST during 2019, MELISSA MCMAHON during 2020**

| MEMBER'S NAME     | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar* | Apr* | May* | June* |
|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|-------|
| CANEK AGUIRRE     |     |     |     | X   |     |     |     |     |      |      |      |       |
| JOHN CHAPMAN      |     |     |     |     |     |     |     |     |      |      |      |       |
| ALYIA GASKINS     |     |     | E   | E   | X   | U   | X   | X   |      |      |      |       |
| JOHN GOEBEL       |     |     | X   | X   | X   | X   | X   | X   |      |      |      |       |
| OSCAR GONZALEZ    |     |     | X   | X   | X   | X   | E   | X   |      |      |      |       |
| JAKE JAKUBEK      |     |     | X   | E   | X   | X   | X   | X   |      |      |      |       |
| CASEY KANE        |     |     | X   | X   | X   | X   | X   | X   |      |      |      |       |
| STEPHEN KLEJST    |     |     | X   | E   | X   | X   | E   | X   |      |      |      |       |
| BRUCE MARSH       |     |     | X   | X   | X   | X   | X   | X   |      |      |      |       |
| MELISSA MCMAHON   |     |     | X   | X   | X   | E   | X   | X   |      |      |      |       |
| CAROLYN SCHROEDER |     |     | E   | X   | X   | X   | X   | X   |      |      |      |       |
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**INDICATE: X – FOR PRESENT**

**E – FOR EXCUSED**

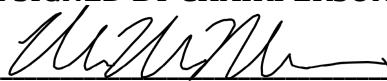
**U – FOR UNEXCUSED**

*\* These meetings would normally have been held, except for COVID-19 Emergency curtailing government operations this year.*

**LIST OF THOSE WHO DID NOT ATTEND 75% OF MEETINGS:**

- Alyia Gaskins

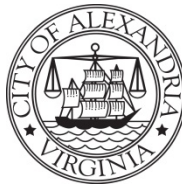
**FORM MUST BE SIGNED BY CHAIRPERSON**

(APPROVED)  Melissa McMahon (Chairperson)

### Major Initiatives Reviewed by Transportation Commission in FY 2020

| <b>PROJECT</b>                  | <b>DESCRIPTION</b>  | <b>SCHEDULE</b>         |
|---------------------------------|---|-------------------------|
| Funding Updates                 | Staff provides monthly updates to the Commission on the City budget and status of funding and other issues related to various regional boards / agencies that affect the City.  | Ongoing                 |
| Alexandria Mobility Plan        | The Transportation Commission served on the Advisory Committee for the Alexandria Mobility Plan and provided guidance on the plan development.  | Ongoing                 |
| Grant Endorsements              | <p>The Transportation Commission regularly reviewed and endorsed grant applications for Council approval as being consistent with the Transportation Master Plan and Vision Zero Action Plan, including for the following programs:</p> <ul style="list-style-type: none"> <li>- <b>Highway Safety Improvement Program</b></li> <li>- <b>Congestion Mitigation and Air Quality / Regional Surface Transportation Program</b></li> <li>- <b>TDM Operations</b></li> <li>- <b>DRPT State Aid</b></li> <li>- <b>Transportation Land Use Connections (MWCOC)</b></li> <li>- <b>VDOT SmartScale</b></li> </ul> <p>These grant applications included funding for Upper King Street Multimodal Improvements, Landmark Transit Center, Route 1 South Improvements, Route 1 at East Glebe Road intersection improvements, investments in smart mobility, and a low-income fare pass study.</p> | Ongoing                 |
| Funding Updates                 | Staff provides monthly updates to the Commission on the City budget and status of funding and other issues related to various regional boards / agencies that affect the City.  | Ongoing                 |
| Transportation Updates          | Throughout the year, the Commission received updates on the progress of plan implementation and other major events impacting transportation in the City including the WMATA budget, the Bus Transformation Project, the King Street Place pilot, Potomac Yard Metrorail status, and the Alexandria Transit Vision plan.   | Ongoing                 |
| Transportation Long Range Plan  | The Transportation kicked off the Transportation Long Range Plan update in May.   | May 2020 – October 2020 |
| Dockless Mobility Pilot Program | The Transportation Commission endorsed a second phase of the Dockless Mobility Pilot program.   | October 2019            |

|                                      |  |                            |
|--------------------------------------|--|----------------------------|
| FY20-25 Six Year Improvement Program | The Chair provided testimony to the Northern Virginia Transportation Commission in support of the Duke Street Transitway project, which the Commission endorsed in FY20 and which subsequently was awarded full funding. | May 2020                   |
| Alexandria Transit Vision            | The Commission provided a letter to the Alexandria Transit Company board supporting the staff recommendation, but urging the board to consider solutions to address the loss of service in ParkFairfax.                  | November 2019              |
| WMATA Budget                         | Staff provided regular updates to the Commission on the status of WMATA's FY20 Budget.   | November 2019 – April 2020 |



Alexandria Transportation Commission  
301 King Street  
Alexandria, VA 22314

[www.alexandriava.gov](http://www.alexandriava.gov)

Phone: 703.746.4025

Honorable Mayor Wilson and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22314

February 19, 2020

Re: **Endorsement of State SMART SCALE (formerly HB2) Funding Pre-Application Requests for FY 2026-27**

Dear Mayor Wilson and Members of City Council:

At its February 19, 2020 meeting, the Transportation Commission voted to endorse the staff-recommended list of projects for pre-application to seek grant funding for a maximum amount of \$148,500,000 for the FY 2026-27 SMART SCALE program. This includes the following preliminary funding requests:

- |   |               |
|---|---------------|
| 1. Route 1 at E. Glebe Road Intersection Improvements | \$10,000,000  |
| 2. Route 1 South Improvements                         | \$3,500,000   |
| 3. Duke Street Transitway                             | \$100,000,000 |
| 4. Upper King Street Multimodal Improvements          | \$40,000,000  |
| 5. Landmark Transit Center                            | \$15,000,000  |

The application process for SMART SCALE has changed significantly this year, with pre-applications due April 2, 2020 and final applications due August 3, 2020. The Transportation Commission understands that staff is working to refine these cost estimates by the time of pre-application and final application. The amounts above are maximum funding requests, and the Transportation Commission is aware that the cost estimates included in final application will likely be lower.

The Transportation Commission appreciates the opportunity to review staff recommendations for SMART SCALE funding, as well as providing the consideration of its endorsement by Council.

Please don't hesitate to contact me with questions.

Sincerely,

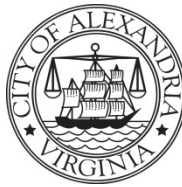
A handwritten signature in black ink, appearing to read 'Melissa McMahon', with a long horizontal flourish extending to the right.

Melissa McMahon

Chair, Alexandria Transportation Commission

cc:     Alexandria Transportation Commission  
         Mark Jinks, City Manager  
         Emily Baker, Deputy City Manager  
         Yon Lambert, Director, T&ES  
         Hillary Orr, Deputy Director, T&ES  
         Allan Fye, Division Chief, Transit Services  
         Tarrence Moorer, Transportation Funding Manager





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Honorable Mayor Wilson and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22314

February 19, 2020

Re: **Endorsement of Application for the MWCOG Transportation-Land Use Connection Program for FY 2021**

Dear Mayor Wilson and Members of City Council:

At its February 19, 2020 meeting, the Transportation Commission voted to endorse the staff-recommended list projects for application to the Transportation-Land Use Connections (TLC) Program of the Transportation Planning Board of the Metropolitan Washington Council of Governments for one of the two following projects:

1. Option 1: Low-Income Fare Pass Assessment
2. Option 2: Transit Bottleneck Identification

The application for the TLC Program is due March 9, 2020. The Transportation Commission understands that Option 1 is the priority of staff and the Commission, however there is state legislation proposed that, if passed, would render this obsolete. In this case, staff would apply for Option 2.

The Transportation Commission appreciates the opportunity to review staff recommendations for the TLC Program, as well as providing the consideration of its endorsement by Council.

Please don't hesitate to contact me with questions.

Sincerely,

Melissa McMahon  
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission

cc also:

Mark Jinks, City Manager  
Emily Baker, Deputy City Manager  
Yon Lambert, Director, T&ES  
Hillary Orr, Deputy Director, T&ES  
Allan Fye, Division Chief, Transit Services  
Tarrence Moorner, Transportation Funding Mgr



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Honorable Mayor Wilson and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22314

October 20, 2019

Re: Dockless Mobility Pilot Program Recommendations

Dear Mayor Wilson and Members of City Council:

At its October 16, 2019 meeting, the Alexandria Transportation Commission was asked to consider whether it would support staff's proposed draft recommendations for a Phase 2 of the Dockless Mobility Pilot Program. Staff presented the draft recommendations, and the Commission held a public hearing at which there were two speakers.

The Transportation Commission recommends that City Council approve a Phase II Pilot Program for Dockless Mobility to allow staff to continue to work through identified challenges and develop a path forward for a feasible permanent program. Of key interest to the Commission are 1) stricter requirements of vendors which support desirable community outcomes, 2) updates to the City Code which more clearly outline the rules of the road for users of shared mobility devices, and 3) continued effort by staff and vendors to educate members of the community through outreach and engagement with an emphasis on safety. In particular, the updates to the City Code provide the Alexandria Police Department more authority to enforce these rules, and an increased ability to enforce was a key concern from the community. Also included by the Commission in its motion was an interest in the City pursuing changes to State legislation which would delegate further regulatory authority over scooters as well as other dockless mobility devices, so that the City may be better equipped to respond productively to technological innovations and community transportation needs.

It is worth noting that the Commission held a detailed discussion about the merits of prohibiting dockless mobility devices from riding on *all* sidewalks, which would have marked a major change from staff's recommendations for the Phase II Pilot. The topic was raised out of a commissioner's concern that there may be no speed at which these devices are compatible with pedestrians, and that the sidewalks should first and foremost be a safe place for people to walk. Ultimately, the Commission did not support this proposed amendment to staff's recommendation, for the three main reasons that 1) there are many streets in the city which lack on-street bicycle infrastructure and on which it is dangerous to ride scooters and even bikes, 2) there are many neighborhoods where sidewalk pedestrian activity is quite sparse, and dockless mobility device use may well be a compatible use on those sidewalks, and 3) due to their similar size, speed, and character, it makes sense to regulate the use of these devices on sidewalks in largely the same way that Alexandria regulates bicycle use on sidewalks, which is what staff proposes in their recommendation.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the Transportation Master Plan and the mobility goals established therein. The Commission appreciates your consideration of its input on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Melissa McMahon', with a long horizontal flourish extending to the right.

Melissa McMahon  
Acting Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission  
Yon Lambert, Director, T&ES  
Hillary Orr, Deputy Director, T&ES  
Katie North, Division Chief, Mobility Services, T&ES



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Honorable Mayor Wilson and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22314

October 20, 2019

Re: Endorsement of Congestion Mitigation and Air Quality Improvements (CMAQ) and Regional Surface Transportation Program (RSTP) Project Funding Request for FY2026


Dear Mayor Wilson and Members of City Council:

At its October 16, 2019 meeting, the Transportation Commission voted to endorse the CMAQ and RSTP Project Funding Request for FY2026, for a total of \$4.6 million. We enthusiastically support funding for multi-modal transportation projects which have many goals, including reducing air pollutants in nonattainment areas such as the Washington region. The City's request for FY2026 includes funding for Smart Mobility initiatives, the City's Transportation Demand Management Program (GoAlex), and bikeshare equipment. The project associated with this funding request align with and support the Transportation Master Plan and the City's policy of promoting multi-modal transportation.

**FY26 CMAQ/RSTP Proposed Program**

| Project Name                            | FY26               |
|---|--------------------|
| Smart Mobility Implementation           | \$3,750,000        |
| Transportation Demand Management        | \$500,000          |
| Capital Bikeshare Replacement Equipment | \$350,000          |
| <b>TOTAL</b>                            | <b>\$4,600,000</b> |

Sincerely,

  
Melissa McMahon  
Acting Chair, Alexandria Transportation Commission  
cc: Alexandria Transportation Commission  
City Manager Mark Jinks  
Yon Lambert, Director, T&ES  
Hillary Orr, Deputy Director, T&ES



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Mayor and City Council  
301 King Street  
Alexandria, VA 22314

July 21, 2019

Re: Seminary Road Complete Streets Project

Dear Mayor Wilson and Members of City Council:

At its June 19, 2019 meeting, the Alexandria Transportation Commission received an update from staff and feedback from the community on the Seminary Road Complete Streets Project. The Commission noted discrepancies between staff's "hybrid" recommendation at that time and the City's transportation vision, as embodied in several adopted plans and policies including the Transportation Master Plan, the Vision Zero Action Plan, and the Complete Streets Policy and Design Guidelines. At the meeting, the Transportation Commission voted unanimously to prepare two letters on this topic – one to the Traffic and Parking Board and one to City Council, to emphasize the importance of consistency with our citywide plans and policies in the decision-making around implementation of all complete streets projects, but specifically the one currently being vetted for Seminary Road.

The staff recommendation was then presented to the Traffic and Parking Board (TPB) on Monday, June 24, 2019, and at that time the TPB voted 3-2 in favor of a different alternative – one that retains all four lanes of car travel through the entire length of the repaving area, and which provides no pedestrian or bicycle improvements other than a small number of HAWK signals.

In this letter, the Transportation Commission would bring to your attention key inconsistencies between staff's "hybrid" proposal and adopted City plans and policies. These inconsistencies hold true and are even more pronounced under the alternative put forward by the TPB at their June meeting, as noted below.

- **In the Transportation Master Plan (2008)**, "the City of Alexandria envisions a transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile" and the City commits to "promote a balance between travel efficiency and quality of life, providing Alexandrians with transportation choices, continued economic growth, and a healthy environment." Staff's and TPB's recommendations explicitly prioritize maintaining existing car travel patterns and do not increase choice or reduce dependence on the private automobile. Staff's traffic analysis stated that project Alternative 3, the one that would provide safer facilities for people walking and people biking, would cause little to no impact on vehicle travel times, suggesting that Alternative 3 is most consistent with promoting "a balance between travel efficiency and quality of life."
- **In the Complete Streets Policy (2011, reenacted in 2014)** "every street project shall incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonable safe travel along and across the right-of-way for each categories of users" and "if the safety and convenience of users can be improved within the scope of resurfacing, restriping, or signalization operations, such projects shall implement Complete Streets infrastructure to increase safety for users." Of all the alternatives considered to-date, Alternative 3

would improve the safety of more categories of users along more road. This is in fact the purpose of the Complete Streets analysis of the repaving program – this stretch of Seminary Road may not be the most dangerous road segment in Alexandria by any means, but the City has for economic reasons committed to implementing Complete Streets improvements through the scheduled repaving plan, which means that as street segments come up in that plan, that is when staff assess the needs of that segment under this adopted policy.

- **The stated goals of this Seminary Road Complete Streets Project** are to improve safety and accessibility for all users, improve facilities for people who walk, bike, ride transit, or drive cars, and to implement previously adopted plans, policies, and study recommendations. However, the staff recommendation provides for no improved facilities for people who bike, and it does little to ameliorate the dangerous proximity between people on the sidewalk and fast-moving cars. The TPB four-lane alternative is even less supportive of the safety and comfort of pedestrians walking along Seminary. Alternative 3, the Alternative that scored the highest in staff's original analysis of options, is most consistent with the stated goals of the project.
- **The Pedestrian and Bicycle Master Plan (2016)** is full of goals and objectives supportive of Alternative 3 for this stretch of Seminary Road: "The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities," "ensure that all streets, trails and intersections are accessible, safe and well designed using national best practices for safety and accessibility," "ensure sidewalks are available on both sides of all streets," "apply the Complete Streets Design Guidelines on all street projects in the City," and so on. The Plan recommends filling the sidewalk gap on this portion of Seminary as one of the top 10 sidewalk projects and calls out Seminary Road as one of the City's top 10 priority on-street enhanced bicycle facilities. The TPB recommendation offers no enhanced bicycle or pedestrian facilities with this repaving project, which is inconsistent with this very recent Master Plan Chapter update.
- **The Vision Zero Action Plan (2017)** prioritizes safety engineering/design treatments to eliminate fatal and severe injury crashes, especially by reducing speed (a key factor in crash morbidity and mortality), and especially considering the needs of the most vulnerable road users. However, the staff and TPB recommendations lack the necessary engineering/design treatments to reduce speed or crashes or substantively improve the perceptions of safety or experience of people walking or biking through this corridor. While Vision Zero and Alexandria's Action Plan emphasize the use of engineering alongside education and enforcement to eliminate road deaths, the plan and the literature upon which the plan is based point to the fact that education and enforcement are less effective without safe road design as the foundation.

Looking carefully at recent small area plans in the city, you will see that staff and the community have thoughtfully woven the spirit and substance of these guiding citywide plans and policies into the transportation designs for those neighborhoods. This is how these plans should be used. Each of these adopted plans represents the input of hundreds of community participants, and the careful weighing of quantitative and qualitative data, case studies of best practices, staff analysis and expertise, and many community opinions. In the instance of this project along Seminary Road, the Transportation Commission believes that Alternative 3 best embodies the letter and spirit of these citywide adopted plans and policies. The Transportation Commission respectfully requests that City Council direct staff to implement Alternative 3 for these reasons.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the Transportation Master Plan. We appreciate your consideration of this input on the project.

Sincerely,



Stephen Klejst

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission

Yon Lambert, Director, T&ES





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301 King Street  
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Phone: 703.746.4025

Alexandria Transit Company Board of Directors  
3000 Business Center Drive  
Alexandria, VA 22314

November 20, 2019

Re: Alexandria Transit Vision Plan

Dear Chairman Kaplan and members of the Alexandria Transit Company (ATC) Board of Directors:

At its November 20, 2019 meeting, the Alexandria Transportation Commission was asked to provide support of the draft recommended network of the Alexandria Transit Vision Plan, to the ATC Board of Directors. The Transportation Commission supports the 2030 Draft Recommended Network, as well as the 8 percent growth plan for 2022, which would greatly improve mobility options during evening and weekend periods.

We appreciate that the Alexandria Transit Vision (ATV) Plan will be redesigning the bus network to improve overall mobility by making buses more frequent with longer hours and improved connections, especially along existing and planned higher density corridors in the City. The recommended network creates a more useful and equitable bus network that encourages more people to get more places. Specifically, the draft recommended network makes the following improvements over the existing network:

- The proposed ATV network triples the number of Alexandria residents with access to frequent, all-day bus service by 2030
- The proposed ATV network triples the number of low-income residents in Alexandria with access to frequent, all-day bus service by 2030
- The proposed ATV network would nearly quadruple the number of minority residents in Alexandria with access to frequent, all-day bus service by 2030
- The proposed ATV network would greatly increase the usefulness of bus service during middays, evenings and weekends by 2030 respectively, which will help provide shorter wait times and longer hours of service for weekend transit users.

The draft recommended network also addresses many of the concerns that were made within the Parkfairfax neighborhood during the second round of engagement. We understand that there are some concerns related to loss of DASH Route AT2 service in the area along Janneys Lane and Seminary Road between King Street Metrorail Station and Howard Street, and the Commission recommends that the ATC Board guide staff toward developing solutions to address these concerns. We understand that these solutions may impact other proposed routes, and ask that any potential route restructuring use a Title VI methodology for analyzing impacts to vulnerable populations, and that staff work to minimize negative impacts on such populations.

Finally, the recommended transit network achieves other transportation goals, such as improving mobility options, improving local and regional connectivity, and reducing traffic congestion by getting more people out of their cars and onto the bus.

We appreciate the opportunity for being involved in this project and providing guidance to the ATC Board of Directors.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Stephen Klejst', with a long horizontal flourish extending to the right.

Stephen Klejst  
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission  
Yon Lambert, Director, T&ES  
Josh Baker, General Manager, DASH  
Hillary Orr, Deputy Director, T&ES  
Steve Sindiong, Capital Projects Program Manager, T&ES  
Martin Barna, Director of Planning, DASH



November 27, 2019

OIPI Deputy Director, Ronique Day  
1221 E. Broad St.  
Richmond, VA 23219

RE: Concerns about Proposed Changes to SMART SCALE Eligibility and Scoring and to the Highway Safety Improvement Program

Dear Secretary Valentine and Members of the Commonwealth Transportation Board:

On behalf of the Alexandria Transportation Commission, I am writing to you and the Commonwealth Transportation Board to express concerns about proposed changes to the SMART SCALE and HSIP programs. We urge the CTB above all to reject many of the proposed changes because they undermine the goals of SMART SCALE and VTRANS, and could actually lead to *more* traffic congestion. VDOT and the CTB need to slow down this process to minimize unintended consequences before adopting these changes. Because SMART SCALE has been so successful and already spends taxpayers' funds efficiently, the proposed changes would represent major policy shifts in the program without adequately considering potential impacts.

SMART SCALE is already a successful program that works. It has funded many transit and bicycle and pedestrian projects that lead to real congestion mitigation and safety and promote the region's environmental sustainability. The Transportation Commission is proud that SMART SCALE has been recognized nationally, for example by the State Smart Transportation Initiative as a "Revolution in Project Selection" to ensure that projects selected for funding match with the State's vision and goals. Therefore, the Commission urges caution when modifying an already successful program

By funding projects like the West End Transitway, access and safety enhancements to Landmark Mall, and capacity and safety improvements to Duke Street, the CTB has taken steps to promote mobility options that reduce congestion and promote safety and the City's policy of Vision Zero of eliminating all traffic-related deaths and serious injuries by 2028. These projects not only improve conditions in Alexandria, but for residents and employees throughout the region. Adopting the proposed changes will likely undermine the effectiveness of this program.

Some of the changes will negatively impact jurisdictions that are already dense and that want to invest in environmentally sustainable projects that move people, relieve congestion and improve safety. The SMART SCALE scenario test shows transit and bike/ped projects as the most negatively impacted by the proposed changes. In fact, these are exactly the types of projects that have shown the most benefit and should continue to be funded. The proposed changes will also make it more difficult to achieve Vision Zero and hurt communities that are burdened by regional traffic. The figure below outlines the proposed changes, their potentially negative consequences, and the preferred CTB action:

| Proposed Change  | Impact to Alexandria   | Preferred Action   |
|--|--|--|
| Land Use – exclude existing densities  | Penalizes areas that have already planned well   | Preserve scoring for existing land uses  |
| Congestion – include weekend congestion  | More difficult to help communities impacted by regional traffic                            | Preserve the weekday congestion scoring methodology  |
| Safety - Prioritizes number over severity of crashes; takes higher score from Land Use | More difficult to achieve Vision Zero  | Prioritize crash severity over volume; take increased score from other categories equally        |
| Project Readiness - All approvals for transit required before application              | Longer implementation time for large projects (6 year lag between application and funding) | More flexibility to complete requirements after application, more flexibility when scopes change |
| Transit Maintenance Facilities - Must be related to capacity increase                  | Could prevent State of Good Repair projects  | Recognize when these projects are essential to maintain existing levels                          |

In addition, the Highway Safety Improvement Program (HSIP) has funded many important improvements at high crash locations. We urge the CTB not to ignore the needs of highways in urban areas like Route 1 and promote pedestrian and bicycle safety projects that have been shown to increase safety. A great example is the King Street road diet, which has reduced average annual crashes by 58%. These projects will make walking and biking safer and more convenient. Specifically, the Commission urges the CTB to:

- Include bicycle infrastructure as Systemic Safety Projects
- Expand definition of “Pedestrian Crossings” to include more than simply crosswalks
- Provide more funding for intersection and corridor improvements

We appreciate the opportunity to comment on the proposed changes to SMART SCALE and HSIP and look forward to continuing to work with the CTB.

Sincerely,



Melissa McMahon  
Vice-Chair  
Alexandria Transportation Commission

Cc: Yon Lambert, Director of Transportation & Environmental Services  
City of Alexandria